

**AIRPORT ACCESS POLICY
OF THE
COMMONWEALTH TRANSPORTATION BOARD**

Moved by Mr. Porter , seconded by Mr. Prettvman , that

WHEREAS, the General Assembly has from time to time amended Section 33.1-221 of the Code of Virginia (1950), relating to the fund for the construction or improvement of access roads to industrial sites and publicly-owned airports within the counties, cities, and towns of the Commonwealth; and

WHEREAS, the Secretary of Transportation initiated a strategic planning process known as *VizBinia Connectons* which included a study of Access Funds administered by the Department of Transportation to promote flexibility in the use of such funds for all modes of transportation and to enhance economic development throughout the Commonwealth; and

WHEREAS, a task force appointed by the Secretary of Transportation reviewed the rail, industrial, airport, and recreational access programs and recommended certain changes in the airport access program; and

WHEREAS, Section 33.1-221 of the Code of Virginia has been revised by Chapters 85 and 128 of the 1996 Acts of the General Assembly to change the eligibility for Airport Access Funding from only publicly owned airports to licensed, public use airports effective July 1, 1996; and

WHEREAS, the existing policy governing the use of this fund in providing access to airports was adopted some years ago and it is the sense of this Board that certain revisions and restatements of this policy is warranted.

NOW, THEREFORE, BE IT RESOLVED that the Commonwealth Transportation Board hereby rescinds the Airport Access Policy adopted July 16, 1981, and adopts the following policy to govern the use of funds available for access to airports pursuant to Section 33.1-221 of the Code of Virginia (1950), as amended:

1. The program for implementation of this policy and the funding available for this program shall be designated respectively as the Airport Access Roads Program and the Industrial, Airport, and Rail Access Fund.
2. The use of Industrial, Airport, and Rail Access Funds for airport access shall be limited to assisting in the financing of adequate access to a licensed, public use airport. Termination of access to a licensed, public use airport shall be at the property line of the airport.

3. No expenditure of Industrial, Airport, and Rail Access Funds shall be made for costs incurred prior to this Board's approval of an allocation from such fund. Costs incurred or contracts executed by or on behalf of a local government before all parties sign any required local-state project agreement are the responsibility of the local government and will not be reimbursed from the Industrial, Airport, and Rail Access Fund.
4. Industrial, Airport, and Rail Access Funds shall be used only for the design and construction of the roadway, including preliminary environmental review and standard drainage and storm water facilities required solely by construction of the road. Industrial, Airport, and Rail Access Funds shall not be used for the acquisition of right of way, the adjustment of utilities, or the attainment of necessary environmental permits.
5. Eligible items in the design and construction of an airport access road shall be limited to those essential for providing an adequate roadway facility to serve traffic generated by the airport's operations. Ineligible items normally shall include such features as storm sewers, curb and gutters, and any pavement width in excess of that required to serve the traffic estimated to result from the development of the airport. Normally, a two-lane rural typical section shall be constructed but additional lanes will be considered if warranted by existing or projected traffic. A 30' pavement width on a rural typical section may be constructed in towns and cities maintaining their own street systems where the access road will consist of a new facility or an existing facility not presently eligible for highway maintenance payment under Section 33.141.1.
6. The governing body of a city, county, or town in which the proposed airport access road is located shall serve as the applicant and submit a formal resolution to request Industrial, Airport, and Rail Access Funds from this Board. A town whose streets are maintained under either Sections 33.1-79 or 33.1-82, Code of Virginia, shall file the application through the governing body of the county in which it is located. The resolution of request shall include a commitment to provide without cost to the Industrial, Airport, and Rail Access Funds, the right of way, adjustment of utilities, and necessary environmental permits.
7. Not more than \$450,000 (\$300,000 unmet and \$150,000 matched dollar for dollar) of the Industrial, Airport, and Rail Access Funds may be used in any fiscal year to provide access for any one airport. Local matching funds shall be provided from funds other than those administered by this Board.

8. The Department shall determine a location for the new access road and base the estimated cost on a roadway facility adequate for the anticipated traffic.
9. The Board will consult with and may rely on the recommendations of the Virginia Department of Aviation in determining the use of Industrial, Airport, and Rail Access Funds for airport access.
10. Industrial, Airport, and Rail Access Funds may be authorized only after all contingencies of this Board's allocation of funding to the project have been met for airport access.

BE IT FURTHER RESOLVED that this revised policy shall (i) become effective immediately with the exception that only publicly owned airports shall be eligible for funding prior to July 1, 1996 and (ii) does not in any way obviate the stipulations of the current or any future revisions to this Board's policy governing the use of industrial access funds to industrial sites.

Motion Carried

April 18, 1996